connection with Cochin has been arranged for ; improved derricks have been provided on the pier ; more trollies have been supplied ; the commercial canal has been improved ; arrangements have beeen made for more warehouses ; road connection with Quilon has been completed and a road towards Cochin is approaching completion. The Government regard it as their duty to supply the wants of trade and commerce. But they have no intention of embarking on ambitious schemes in respect of Alleppey, for they are convinced that Alleppey cannot be a terminal port or anything more than a port of call. For one thing the disparity between the volume of exports and the volume of imports is too great.

11. Public Works. A chapter of the Administration Report which you will doubtless read with pleasure is that relating to Public Works. In the latter half of the year under review a new Chief Engineer took charge of the department and entered upon his duties with enthusiasm. The actual expenditure of the department was Rs. 28·52 lakhs of which Rs. 16·8 lakhs were devoted to communications. Of this one half was spent on original construction, improvements and special repairs, the other half going to the ordinary maintenance of existing communications. A notable achievement of the department in the matter of communications was the construction of a road from Alleppey to Shertallai. The road, which runs straight as an arrow for 13 miles, was constructed in less than a year, mainly in the interests of the people of Shertallai. The reason why its construction had been deferred so many years is that three dewans ago a canal had been sanctioned to connect Shertallai with Alleppey. It was a canal of many misfortunes. More then one circumstance arose which brought its slowly creeping advance to a standstill ; and all the while the Engineers struggled to keep its few completed miles from being enveloped by the sand drifts through which it sought to soak its way. Much money has been sunk in it. Even so, it was better to abandon a hopeless task. And so the road was made. Its extension from Shertallai towards Cochin is proceeding rapidly. Another road full of possibilities was aligned in the course of the year and the work of construction began early this month. It is the Neriamangalam-Munnar road by means of which direct communication with the high range district will be restored. As aligned and planned it should be our best ghat road. It will have a metalled width of 16 feet. There will be no hair pin corners and the ruling gradient will be one in twenty. It will cost many lakhs of rupees but that will be money well spent. It will not only tap an ancient trade route of importance but should also draw trade which now goes over the wall ; and, best of all, it will open up a large area of rich country suitable for all forms of cultivation and provide lands for our teeming populations to spread into. The total length of communications in the State was just over 4,900 miles and if areas coverd by State forests are left out of the reckoning it will be found that there is something more than a mile of communications maintained by the Government to every square mile of territory. This includes 135 miles added during the year. Traffic, especially motor traffic, has developed so enormously in recent years that the cost of maintaining roads at their present high standard is becoming a serious consideration and the Chief Engineer is about to experiment with new methods of road surfacing. Some idea of the growth of traffic can be formed from the fact that four out of the fifteen toll gates in the State yield a return of over Rs. 30,000 a year each, Kuzhithura taking the lead with Rs. 73,000. Four important bridges estimated to cost Rs. 2·17 lakhs are under construction and the question of a bridge across the Neendakara bar is under investigation. The expenditure on buildings in 1102, Rs. 2·12 lakhs, was the lowest recorded in the last seven years. An important building under construction is the new Women's College. The Electrical Engineer to Government hopes to provide the capital with electric light and power by the end of 1928. Preliminary work in connection with the water supply scheme for Trivandrum is going on and land is being acquired and work will start almost immediately on the extension of the railway from Chackay to the heart of the town.

12. Irrigation. There is one class of work which, I am afraid, suffers from a divided responsibility and from the complexities of an over elaborate system of rules and regulations. I refer to minor irrigation in respect of which there is an

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imperfect liaison between the Revenue department and the Public Works department A debate in the Legislative Council last year so impressed me that I re-examined the whole question. An attempt is being made in consultation with those in a position to advise wisely in the matter to draw up better rules and set up more effective machinery.

13. Administration of Justice. Last year I directed the pointed attention of all whom it may concern to the law's delays and I threw out a hint that the Bar, so strong in this State, might co-operate in securing a quicker disposal of cases. The chapter of the Administration Report dealing with civil and criminal justice speaks to you of cases in terms of multitudinous days stratifying into years. I do not propose to depress you further with percentages. The High Court is enforcing stringent measures to accelerate disposals and results will, it is expected, become apparent by the end of the year. As everyone here knows, it is not the practice of the Government to interfere with the administration of justice ; but a responsibility lies upon them in the providing of the personnel of the judiciary. The Government and the High Court have deliberated upon this and, thinking jointly, have come to the conclusion that the present system of recruitment and promotion needs re-ordering. Revised methods will shortly be adopted.

14. Police. I do not propose to ask you today to pick your way carefully through all the departments. You will all be anxious to know the result of the work of the Traffic Inspectors who came into being as the direct result of the rapid development of motor traffic all over the State. There has already been an appreciable reduction in the number of motor offences. One officer at least whom the Police Commissioner refers to as his Honorary Inspector of motor traffic can testify to the fact that there is more orderliness on the highways and byways.

Agriculture. The Department of Agriculture continues its well-directed scientific investigations. It demonstrates and inculcates with energy and slowly but surely the people, long immersed in the traditions of their most ancient occupation, are turning to that department for help and guidance, and already there are directions in which its good work is made manifest.

Industries. The Department of Industries also has to struggle against the inertia of age-long custom. The artisans of Travancore are fine craftsmen, but to incite them to new directions of creative effort and to break new ground must remain a difficult task until some day an inward urge is enkindled. Until then the department can but try, as it is doing, and hope for the best. The instructional institutions in the control of the department are doing good work.

Anchal. The Anchal is steadily growing in popularity and in efficiency. There is an increasing demand for the opening of savings bank work in more offices. Mails are now carried by motor van services over seven lines.

Forests. The Forest department, although always with its eye on the long view, has been remarkably active in prudently turning to profit what the forests already yield. On its conservancy side proper it has a commendable record of achievement. Professional visitors from outside the State have come to admire and to learn from the successful re-generation processes, particularly the taungya system, which the department is carrying out for the benefit of generations yet unborn. Meanwhile, it contributed to the revenues of the State a net amount of about Rs. 8 lakhs.

Co-operative Societies. The co-operative movement is rapidly spreading throughout the State and societies continue to increase and multiply. At the end of 1102 there were 1,555 societies and since then 85 have been added. The pity of it is that the great majority are nothing more than credit societies. Whether a profusion of such societies does in reality foster thrift remains to be seen. Equally provocative of thought is the tendency societies display to follow sectarian cleavages. There are 642 societies constituted on a communal basis. The awakening of the depressed classes finds evidence in the formation of 222 societies constituted for their benefit. This is probably the direct result of the association of the offices of Protector of the Depressed Classes and Registrar of Co-operative Societies.

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